

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,301 號壹零百叁千叁萬壹第 日叁初月玖年六十二緒光 HONGKONG, THURSDAY, OCTOBER 25TH, 1900. 肆拜禮 號伍十式月十年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

## THE FINEST WINES IN THE EAST.

### PORT

AND

### SHERRY.

BOTTLED IN EUROPE BY  
GEO. G. SANDEMAN, SONS & CO.

SOLE AGENTS—

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Who have consigned their Brands to Hongkong  
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Apply to G. C. ANDERSON,  
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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & Co.'s Selection.  
Sole Agents for it—  
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KILMARNOCK WHISKY.

This World-renowned  
Fine Old Highland Whiskies are shipped  
by CUTLER, PALMER & Co., and  
are obtainable in Hongkong at  
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Price \$10.75 per Dozen

Net

"SPECIAL BLEND" WHISKY

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM

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TIME-TABLE

WEEK DAYS

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.30 a.m. Every quarter of an hour

10.30 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

7.30 p.m. to 8.30 p.m. Every quarter of an hour

8.30 p.m. to 9.30 p.m. Every quarter of an hour

9.30 p.m. to 10.30 p.m. Every quarter of an hour

10.30 p.m. to 11.30 p.m. Every quarter of an hour

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1.30 a.m. to 2.30 a.m. Every quarter of an hour

2.30 a.m. to 3.30 a.m. Every quarter of an hour

3.30 a.m. to 4.30 a.m. Every quarter of an hour

4.30 a.m. to 5.30 a.m. Every quarter of an hour

5.30 a.m. to 6.30 a.m. Every quarter of an hour

6.30 a.m. to 7.30 a.m. Every quarter of an hour

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every quarter of an hour

9.30 a.m. to 10.30 a.m. Every quarter of an hour

MANILA CIGARS.  
ALWAYS ON HAND THE BEST MARKS  
FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES  
J. M. DE ZUNIGA,  
No. 2, QUEEN'S ROAD CENTRAL  
Entrance: ICE HOUSE STREET (New Victoria Hotel).

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IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
TONIC AND REFRESHING.

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CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

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## FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN, "PEDLAR" BRAND.  
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SOLE AGENTS,  
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NEW AUTUMN GOODS.  
AMERICAN BOOTS AND SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.

LANE, CRAWFORD & CO.  
(TAILORING DEPARTMENT).

WINTER SEASON.  
LATEST LONDON FASHIONS.  
NEWEST & BEST MATERIALS.

DRESS SUITS from ... .. \$35.  
TWEED LOUNGE SUITS from ... .. 35.  
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SCOTCH TWEED ULSTERS, for Travelling, from ... .. 50.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC  
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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
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17A, QUEEN'S ROAD, HONGKONG.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY.

\$10.75 PER DOZ.

Very soft palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

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## THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

## PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

## THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKERS

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO., LD.

KELLY & WALSH, LD.

NEW BOOKS AND NEW EDITIONS.

The Scientific American Encyclopedia of

Receipts, Notes and Queries, by A.

Hopkins ... .. \$10.50

Ruined Cities of Ceylon, by H. W. Cave,

M.A., Illustrated with Photos

taken by the Author ... .. 7.00

Law's Tennis, by W. Baddeley

Crickets, by Ford, Richardson and Kemp

Duke and Knappe Exchange Tables

Pall Mall Magazine, vol. 21

China in Decay, by Alexis Krause, the

Story of a Disappearing Empire

The Daily Mail Map of the War in

China ... .. 1.75

Pittman's Advanced Bookkeeping

Chinese Character-strings, von A. H.

Smith ... .. 3.00

All the World's Fighting Ships, by F.

T. Jane, Illustrated

Day by Day Cookery Book—Breakfasts,

Dinner and Supper for every

Day in the Year, by Mrs. A. N.

Wright ... .. 2.25

La Renovation de L'Asie, Sibirie-Chine-

Japon, by Pierre Leroy Beaulieu

Wanderings in China, by U. F. Gordon

Cumming, Cheap Edition ... .. 3.50

LETTER'S DIARIES, 1901.

OWNERS OF HOUSES situated in the

Central Division of the City of Victoria

and in the Western Division of Kowloon, who

have not had their premises LIMED, WASHED

and CLEANSED in accordance with law, are

reminded that the period during which the

work should be finished ends on the 31st day of

October, 1900, and the Sanitary Board being

convinced of the necessity of cleanliness in its

efforts to stamp out plague, is determined to

rigorously prosecute any owner in default after

the above named date.

The Central Division of the City lies between

Garden Road on the East and Morrison Street

and East Street on the West. The Western

Division of Kowloon is all that part of the

Kowloon Peninsula to the West of Robinson

Road and includes Tsim Sha Tsui, Yau Ma Tei,

Mong Kok Tsui, Tai Kok Tsui and Sham Shui

Po.

By Order of the Board.

G. A. WOODCOCK,

Acting Secretary

Hongkong, 1st October, 1900.

6248

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Loaded with ... .. With Powder

Powder only, and 1 oz. of Shot.

Primrose Cases ... .. \$5.65

Pearl Cases ... .. 8.00

Pearl Cases ... .. 8.00

Ejector Cases ... .. 8.00

5 per cent. discount on orders of 1,000 and over.

Apply to

Wm. SCHMIDT & CO.,

Gunmakers,

Hongkong.

187

LOONG FI HORSE REPOSITORY.

SITUATED AT No. 2A, MATHESON

STREET, WONG-NEI-CHEUNG, near No. 1

Police Station, and three minutes' drive from

Windsor Garden and Restaurant. CAR-

RIDGES for HIRE at 4 (cheap) Rates.

Hongkong, 22nd October, 1900.

2524

WANTED.

AN OFFICE ASSISTANT, preference

given to candidate with knowledge of

TYPEWRITING and SHORTHAND.

Apply at Head Office of

THE HONGKONG & WHAMPOA

DOCK CO., LD.

Hongkong, 24th October, 1900.

2725

Arrivals, Departures and other Shipping

Intelligence will be found on pages 5, 6 and 7

## INSURANCE.

THE

STANDARD LIFE ASSURANCE CO.

POLICIES UNCHALLENGEABLE.

Policies are unchallengeable after two years

duration, on any ground connected with the

original documents, if age has been proved.

Forms of Proposal and all particulars may be

obtained from

DODWELL & CO. LIMITED.

Agents.

Hongkong, 9th November, 1899. [2—1873]

## HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE

## PEAK HOTEL.

City Office: 7, Duddell Street.

10228

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

10229

## THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

## FIRST-CLASS PRIVATE HOTEL.

Handsome Furniture and Exceedingly

Spacious Rooms.

Very MODERATE TERMS TO FAMIL-

IES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive

of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of



## INTIMATIONS.

**BROWN, JONES & CO.**  
MONUMENTAL SCULPTORS.  
AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

**A. S. WATSON & CO.,**  
LIMITED.

## SPECIAL LINES.

**SCOTCH WHISKY.**

**COGNAC BRANDY.**

(HENNESSY'S).

## CLARETS.

FROM THE FINEST CHATEAUX.

**PORT &**

**SHERRY.**

[Including Wines bottled by the

Celebrated firm

GEO. G. SANDMAN, SON & CO.]

**ERATED WATERS.**

ABSOLUTE PURITY GUARANTEED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

## MARRIAGE.

On the 23rd October, at the Peak Church, Hongkong, by the Rev. R. F. Colbold, HENRIET E. TOMKINS, to MURIEL, daughter of the late Arthur Anderson.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 25th, 1901

The letter addressed to the *Times* of the 20th ult. by the correspondent who veils his identity under the pseudonym of "Miles" is a trenchant criticism on past British policy in China, and re-states in concise form the often urged case of those who know the country and the effect of that policy on British interests therein. "Miles" puts forward prominently the inherent mistake in the way in which the authorities at home sought to meet the results of foreign aggression in this quarter of the globe. The main principle of British conduct in reply to German and Russian proceedings in the north, he points out, was not to safeguard our great national interests on the Yangtze, which then we might have done effectually, but to try to counteract the establishment of Russian power at Port Arthur by posting ourselves at Weihaiwei. In so doing we "substituted an indirect object for one of primary importance"—an error not less dangerous, the writer continues, in national policy than in naval or military strategy. At the time when the lease of Weihaiwei was in course of arrangement the same writer pointed out in the *Times* that the theory that one fortress can neutralise another is based upon nothing. However, the Foreign Office approved of the idea, which the Tungli Yamen pressed upon us to avoid giving anything of more value, and in May, 1898, Mr. Goschen stated in the House of Commons that "an outpost of this kind was of value to those who had the supremacy of the sea, and it was from the point of view that we had supremacy at sea that we should approach what had to be done at Weihaiwei." So we got our "secondary naval base" in Shantung, and since its acquisition experts have wrangled constantly as to its worth. "Only

"two years have passed," says the writer in the *Times*, "since we adopted the suggestion of the Tungli Yamen in place of taking Chusan, and now I imagine that the man in the street is beginning to realize that what we want in the Far East, if there is any 'balance of power' which must be 'redressed,' is a superior squadron and an 'effective field force.' Possibly, the Admiralty, in not bringing our squadron even up to the standard of that of Germany, may have reckoned a 'secondary' or other 'base at Weihaiwei as the equivalent of two or three battleships. If so, few students of history will agree with them."

As a result of the events of 1898 we saw two Powers wrest from China with no expenditure of labour very substantial privileges, while we did not take the opportunity of establishing our influence in the region which concerned us most. Germany took an early opportunity to emphasize this, when in the same year, 1898, Count Hatzfeldt pointed out to Lord Salisbury that Germany had acquired "a special position" in Shantung, "whereas Great Britain not having occupied any place in the Yangtze region, that region is still unreservedly open to German enterprise." A better comment on the failure of our diplomacy could not have been written by the most earnest British critic of his country's Chinese policy. The question now is, What chance is there yet of remedying past errors? To supply a satisfactory answer to this will tax the utmost ingenuity of him who attempts the task. We have declared, too late in the day, for the strict maintenance of China's integrity, and have bound ourselves to act with Germany to secure this end. Our partner, content with the monopoly of all commercial enterprise in one province and the promise of free trade for her nationals elsewhere, enters on the work with a light heart. Great Britain starts handicapped with the result of previous mistakes and follies and relying only on the ability of her traders to hold their own with any possible rivals—an ability on which many do not hesitate to throw great doubt, adducing as arguments the many cases in which our traders in the last few years have allowed themselves to be supplanted by more supple and better trained competitors, and the notorious neglect by British Government officials of the interests of the commercial men who look to them for support. Viewed then in the light of the events of the last three years, the Anglo-German Agreement seems one-sided. But it is at least as good an Agreement as we could hope for, provided that it is strictly carried into effect. We are told that many of the home newspapers doubt its utility, unless it be made retrospective. If by this is meant unless the past seizures of Chinese territory be restored, it is plain that those journals have nothing to hope from the Agreement, for it is certain that no Power has any intention of receding from the positions gained by it in China. If it refers, on the other hand, merely to recent occurrences—that is to say, in short, to the annexation by Russia of the south bank of the Amur—all that can be said is that, if the Agreement does not cover this, the two contracting Powers are about to make another concession to their fear of Russia. The reason for such a concession is to seek. It may well suit Germany's book to yield in this matter, which concerns her but little, with Shantung awaiting her exploitation and free competition in the centre and south guaranteed and a good understanding with Russia in Europe to be cultivated. But the consent of Britain to this aggrandisement of Russia at the expense of China will not lead to any better state of feeling between the two Powers. True, it will be consistent with our previous policy in the matter of Port Arthur; but such a consistency will only be an intolerable disgrace. Looking at the question from a purely practical point of view, which the late Government has never done, what is the advantage of our playing Russia's game in North China? We are not afraid of the accusation of Russophobia. The real Russophobes are those who cannot make up their minds to protest against the invariable advantage which falls to Russia's lot in each new Chinese complication and thereby leave their country less able each time to make such a protest.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The German Mail of the 20th September was delivered in London on the 22nd inst.

The local architects have been asked to attend the meeting of the Executive Council this morning to tender their objections to, and opinions of the action which has been taken by, the sanitary authority as to the construction of cross-walls.

The Telegraph Companies informed us yesterday that all cables between Hongkong and Shanghai are now in working order. A proof of this was given by the prompt arrival of our correspondent's telegram from Shanghai last night.

A very enjoyable evening was spent at the Sailors' and Soldiers' Institute, Kowloon, on Tuesday night. An excellent programme was provided by the Naval men from the Torpedo Depot, and though it was somewhat marred by the non-arrival of the pianist, the "Tara" rose to the occasion, as they always do, and the frequent and hearty applause of a full audience testified to the success of their efforts to entertain. Songs were sung by Messrs. Robb, Pitt, Jardine, Ward, Wallace and Wallace. Mr. Robb singing "Ora pro Nobis" with great taste and feeling. The comic element was furnished by Messrs. Mahoney and Pike, who kept the audience in roars of laughter, and Mr. Bray gave a magnificent exhibition of dancing. We hear that further concerts are to be given by the depot during the winter, and feel sure that they will attract large audiences.

A sloopman man was rowing some Europeans ashore on Tuesday when he fell overboard, and being unable to swim was drowned.

The *Formosa*, which arrived yesterday from Tamsui, Amoy, and Swatow, reported H.M.S. *Isis* and the Japanese *Idzuma* at Amoy on the 22nd, the German *Bussard* and Dutch *Holland* and *Koningin Wilhelmina der Nederlanden* at Swatow on the 23rd inst.

H. M. S. *Bramble* left Singapore for Bangkok on the 18th inst.

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An alarm of fire was raised on Tuesday night, it being reported that a house in Staunton Street was ablaze. The Fire Brigade turned out and found some tar and baskets in the basement of a house to be on fire. The flames were extinguished before much damage was done.

At the Harbour Office yesterday afternoon, before the Hon. Basil Taylor (Acting Harbour Master), Yee See, No. 1 stevedore on the British steamship *Peluse*, pleaded guilty to having on the 22nd inst., at Victoria Harbour, absented himself from work without leave, and was sentenced to 14 days' hard labour.

In connection, no doubt, with the approaching Shanghai Autumn Race Meeting on Thursday, Friday, and Saturday, the 1st, 2nd, and 3rd prox., many of our prominent fellow-citizens are going to Shanghai. In the list of passengers by the *Empress of China* we notice the names of Messrs. C. P. Chater, P. A. Cox, J. H. Lewis, E. W. Mitchell, and Dr. G. P. Jordan.

At the Magistracy yesterday morning three seamen connected with junk No. 163 were charged on the information of Sergeant MacDonald, with cutting earth from Crown Land at Yau-mat, without a permit from the Director of Public Works. From the evidence adduced it transpired that one of the defendants had employed the other two to cut the earth, and he was fined \$50, his companions being discharged. For removing stone from Crown Land at Yau-mat, a contractor was fined \$100.

At about half-past 11 on Saturday night Sergeant MacSwayed and Inspector McEwen were standing near the Cricket Ground in Queen's Road when a soldier came by on a bicycle without a light. Sergeant MacSwayed called out to him to stop, but this he declined to do, making a noise with his mouth and going ahead. This annoyed the Police Sergeant, who called out to an imaginary constable in front "Throw him down." In consequence the bicyclist turned round by the City Hall, where he was caught, and found to be Sergeant Babbage, of the Royal Engineers. He was summoned and yesterday fined for his offence.

A Chinaman was yesterday charged with assaulting an Indian constable when in the execution of his duty at Yau-mat on Monday night. The constable said he had arrested a woman who was carrying pigwash when the defendant came up and struck him with a pole. A crowd also gathered round and called out "To." The constable had no witnesses. The defendant's story was that the constable asked him to carry some pigwash and because he refused to do so, saying he was not a coolie, the constable struck him with his truncheon and arrested him. His Worship did not consider there was sufficient evidence to convict and discharged the defendant.

At about seven o'clock on Tuesday night a number of coolies were engaged in carrying cargo on to a steamer which was moored alongside Jardine's Wharf at West Point. One of them placed a plank against the steamer, but as he had not done this properly another coolie who was walking along the plank with a load had a nasty fall on to the wharf. In consequence of the plank slipping. Feeling annoyed he began to abuse the other coolie. From words they came to blows. Other coolies joined in the fight, and a serious row would have ensued had not an Indian constable appeared on the scene and arrested three of the offenders, each of whom was fined \$3 at the Magistracy yesterday.

The Annual Installation of the officers of Chapter St. Andrew, 218, S. C., came off on Tuesday evening, the Installing Part Principal being Ex. Comp. Kinghorn, who was assisted by Ex. Comp. O'Gourdin and McIsaac. The following were installed for the ensuing year: P. Z., Ex. Comp. J. Lockhead, H. Ex. Comp. H. B. Bridger, J. Ex. Comp. W. Musket, Scribe E. Ex. Comp. W. M. Everall, Scribe N. Ex. Comp. H. Jewitt, Treas., Comp. C. Lastirel, P. S., Comp. J. A. Tarrant, 1st Assst. S., Comp. H. E. Allen, 2nd Assst. S., Comp. S. Parfitt, Chancellor, Comp. F. Allen, I. G., Comp. J. E. Lee, Janitor, Comp. B. Jones. After the Installation, the Companions sat down to a very enjoyable supper, which was enlivened by speeches and songs.—Contributed.

A very enjoyable evening was spent at the Sailors' and Soldiers' Institute, Kowloon, on Tuesday night. An excellent programme was provided by the Naval men from the Torpedo Depot, and though it was somewhat marred by the non-arrival of the pianist, the "Tara" rose to the occasion, as they always do, and the frequent and hearty applause of a full audience testified to the success of their efforts to entertain. Songs were sung by Messrs. Robb, Pitt, Jardine, Ward, Wallace and Wallace. Mr. Robb singing "Ora pro Nobis" with great taste and feeling. The comic element was furnished by Messrs. Mahoney and Pike, who kept the audience in roars of laughter, and Mr. Bray gave a magnificent exhibition of dancing. We hear that further concerts are to be given by the depot during the winter, and feel sure that they will attract large audiences.

The German transport *Bosnia* is crossing the Pacific with 1,100 horses on board for China.

A special committee appointed by the War Office is now engaged in experimental tests of the different types of modern rifles.

Dr. de Pae Riekey, formerly a well known officer of the steamer *America Maru*, is the surgeon on the *Nippon Maru* this voyage after a long vacation ashore. He relieves Dr. Fine.

According to a German trade journal, the value of military rifles exported from Germany to China in 1899 was Tls. 4,400,000, against Tls. 1,400,000 in 1898; artillery fuses, Tls. 2,500,000, as compared with Tls. 1,500,000 in 1899; and gunpowder Tls. 900,000, as against Tls. 500,000 in 1899.

L. A. Anzole has been arrested by the Singapore police on the s.s. *Salazie*, on a telegraphic requisition from Saigon charging him with forgery. Pending the hearing of the extradition proceedings on the 30th inst., the accused was allowed out on bail on his own personal recognizances of \$1,000.

The *Shanghai Mercury* understands that the seal of Liao Shuehling, the Chinese President of the Board of Rites, which was taken from the Bureau at Peking after the Imperial City was occupied by the Allied Forces, is to be sold by Messrs. A. C. Russell & Co. The seal, which consists of 11 lbs. of solid silver, and is said to be 133 years old, is on view at the Astor House.

An important stimulus to the export of cattle from Queensland is being imported at the present moment by large orders on account of the German Government. The exports in question are destined for Kinohow, and some idea of their importance may be gathered from the fact that the German Government is understood to have already specially chartered two large English steamers for transport, while the insurances effected at Lloyd's are reported to extend to something like £250,000.

The steamer *Sinoo* of the German transport fleet sailed for China from San Francisco with over 800 horses and a large quantity of fodder. Thousands of dollars have been expended in fitting the vessel for the horses, says the *S. F. Chronicle*, and before she leaves port the cost of 2,000 tons of water, to be placed in the bilst tanks in the bottom of the ship, will have to be added. It is expected that by the time China is reached the last of the large quantity of water will have been consumed by the animals.

The Fairfield Shipbuilding and Engineering Company (Limited) have contracted with Messrs. A. E. Brown, McFarlane, & Co. (Limited), of Glasgow, for a large steamer for the Nippon Yusen Kaisha Company of Japan. Particulars of the two steamers which are being built by the Norddeutscher Lloyd, and will be running next year, are now officially announced. The first, the *Kaiser Wilhelm II*, is 19,500 tons register, and 38,000 horse-power, and the second, the *Kronprinz Wilhelm*, 15,000 tons register, and 38,000 horse-power.

Mr. James McCarthy, F.R.G.S., in his recent book on *Surveying and Exploring in Siam*, records a plesantry of a Siamese skipper of one of the vessels formerly plying between Bangkok and Chantabun who would ask his Burman passengers whether they were bound, and when they answered "To the sapphire mines," would wag his head sagely, and say, "Friend, you will find it more expensive coming back." The pious miners used to send their dead to Bangkok to ensure for them the proper funeral ceremonies. The fare for the living passenger was five ticals, for the corpse ten. The sapphire mines were in a notoriously malarious and unhealthy district.

A correspondent of the *L. & C. Express* writes: "I find that the announcement of the promotions in connection with the operations in China has by no means served to allay the bitter feeling that prevails throughout the Navy at the continued disregard of that service in the distribution of honours. Of course, the value of the services which Sir Edward Chichester rendered in the early stages of the South African War has been recognised by every prominent General in the field, but Sir Edward, like his associate, Captain Prothero, has gone unwarded. So, too, in connection with the operations in China, it is declared that the Marines, who largely contributed, as all the *Aftiches* agree, to the safety of the Peking Legations, have been treated with singular want of generosity. A Captain of Marines has indeed been promoted to a brevet majority, but this is held to be quite disproportionate to the value of the services he rendered.

The Legislative Council at Singapore will be occupied at their next sitting in considering a Bill to amend the Harbours Ordinance. The objects and reasons are—"The regulation and control of the landing of foreign soldiers and sailors from transports and other vessels and of their movements on shore is a matter of growing importance in Singapore, which is probably the British port in which the necessity for some such regulation is most apparent. The inconvenience arising from the frequent obstruction of thoroughfares in the town, through the presence and movements in the streets of large bodies of foreign soldiers and sailors landed from transports for exercise, has been more than usually evident during the recent eastward passage through this port of the troops of various European nations destined for service in China. The Bill gives power to the Governor in Council to deal with this matter by means of Part Rules, which it is hoped will be conducive to the convenience at once of the public, the Police, and the landing parties themselves."

The German Emperor has conferred the following decorations on members of the Peking Legation:—The Order of the Red Eagle, Fourth Class, on the Counselor of Legation von Below Salaskie, and on the Second Secretary, Dr. von Bergen; The Swords of the Order of the Red Eagle, Fourth Class, on the Legation doctor, Dr. Yelde, and the second interpreter, Herr Cordes; The Sword of the Order of the Crown on the student interpreter, Dr. Mercklinghaus; the Order of the Crown, Fourth Class, with Sword on Lieutenant von Loesch; a *de suite* the 8th Dragon Regiment, King Frederick the Third's (the 2nd Silesian); and the Military Insignia of the Honour, Second Class, on Herr Pfiffner, Secretary of the Chancery and boatswain's mate on the Reserve.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 23rd October, 7.40 p.m.

FRENCH TRANSPORT SUNK NEAR KOBE.

The French transport *Caravane* has sunk near Kobe after a collision with the *Yamaguchi Maru*. Three men are missing, the rest having been saved.

THE IMPERIAL COURT.

The Court remains at Tungkuang, the border town between Shansi and Shensi, waiting the course of events.

SHANGHAI, 24th October, 7.30 p.m.

THE HUPEH APPOINTMENT—NATIVE FEAR FOR THE YANGTZE.

Great alarm is manifested at Hankow at the recent appointment of Yu Chang as Governor of Hupeh. It is credibly reported that the Viceroy at Wuchang has telegraphed imploring the Consuls here to urge the foreign Ministers to make an effective protest. Otherwise it is certain that disasters will follow in the Yangtze Valley.

RETURN OF ADMIRAL SEYMOUR. Admiral Seymour returned to-day from Taku.

THE IMPERIAL COURT.

There is a report that the Court is still proceeding to Hsianfu, but this is doubtful. Widespread sickness is said to prevail among the Court and its followers of all ranks.

LONDON, 23rd October, 9.5 p.m.

THE BRITISH AND CHINGWANTAO.

The *Globe* understands that Great Britain has leased from the harbour works contractors the port of Chingwantao for eight months.

GENERAL NEWS.

LONDON, 23rd October, 9.5 p.m.

CESSION TO BRITAIN OF THE COOK ISLANDS.

The Cook Islands, Polynesia, have been formally ceded to Great Britain.

REUTER'S SERVICE.

LONDON, 22nd October.

GREAT BRITAIN—AN ADDITIONAL RESERVE CHANNEL SQUADRON.

It is stated that the Admiralty is organizing an additional reserve Channel Squadron to replace the Channel fleet when the latter is cruising.

THE TURK.

Lord Rosebery has decided to sell his racing stable.

THE ANGLO-GERMAN AGREEMENT.

The adherence of the Powers, including Russia, to the Anglo-German Agreement is considered certain. The newspapers dwell on the high importance of the Agreement.

HONGKONG VOLUNTEERS IN CAMP.

[FROM OUR REPRESENTATIVE.]

Wednesday Night.

This afternoon being observed as a half holiday in the city, quite a number of visitors came to the camp, the figure being considerably augmented in the evening. It being guest night, among those who were present at dinner were H. E. the Governor and H. E. Major-General Gascoigne, both having received on their arrival by a guard of honour composed of the three Machine Gun Companies, in charge of Captain Vaughan.

After dinner a capital concert took place. In the afternoon the different units went out for shooting practice, the Machine Gun Companies going to a spot on the Kowloon City Road behind Yamat, and the other units to other parts of the Peninsula.

FOOTBALL.

The following will compose the team to represent the "United Services" at Rugby Football against the Hongkong Football Club this afternoon in the Happy Valley at 4.30 p.m.:—H. L. Bhagay, R.E. (back); E. S. J. Wigram, J. B. Wilkin, H.M.S. Argonaut, M. S. Wall, R.A.F. E. Tregear, 6th Hyderabad (three-quarter backs); F. L. H. Strong, R.M.L.I. and (half-backs); W. Loring, C.P. Mulliken, H. E. Watson, R.A. F. E. G. St. Clair, H. E. Mulliken, H.M.S. Argonaut, Capt. T. H. Hawkins, B.M.L.I., J. Holdren, H.M.S. *Howay*, and T. Hobson, 5th Hyderabad, (forwards). The team will play in white. We gave the H.K.F.C. team in yesterday's issue.







## NEW ADVERTISEMENTS

## HONGKONG JOCKEY CLUB.

OWING to the source of supply of China being interrupted, the HONGKONG JOCKEY CLUB of 1901 will be reserved for WALTERS, a number of which are being ordered from Sydney on subscription terms. The subscription Griffiths already ordered will also be eligible for entry. No nomination of a horse or pony otherwise procured will be accepted. Members wishing to subscribe for a Walter entitled to be entered for the Hongkong Derby 1901 will oblige by applying at once to the undersigned. By Order.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 25th October, 1900. [2733]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship.

"FORMOSA."  
Captain Hodgins, will be despatched for the above ports TO-MORROW, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LARSEN & CO.,  
General Managers,  
Hongkong, 24th October, 1900. [2733]

"THE OSAKA SHOSHEN KAISHA, LIMITED."

FOR FOCHOOW VIA SWATOW AND AMOY.  
The Company's Steamship.

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 25th October, 1900. [2524]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.  
The Company's Steamship.

"CHINGTU."  
Captain Williams, will be despatched for the above on SATURDAY, the 10th November.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 25th October, 1900. [2733]

FOR NEW YORK VIA SUEZ CANAL.  
The Steamship.

"HULLGLEN"  
will be despatched for the above port on or about the 29th November, 1900.

For Freight, apply to  
DODWELL & CO., LD.,  
Agents,  
Hongkong, 25th October, 1900. [2736]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND BIRKENHEAD.  
The Company's Steamship.

"CHINGWO,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st instant, at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within two days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO.,  
Agents,  
Hongkong, 24th October, 1900. [2734]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.  
The Company's Steamship.

"INABA MARU,"  
having arrived from the above ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 18th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA,  
Agents,  
Hongkong, 24th October, 1900. [2737]

## HONGKONG JOCKEY CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the City Hall on SATURDAY, the 27th October, at 12.15 P.M. BUSINESS.—To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 15th October.

By Order.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 17th October, 1900. [2670]

## NOTICE.

STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.

For terms, &c., apply to  
LAPRAIZ, CASS & CO.,  
Amoy, 10th October, 1900. [2636]

## ENTERTAINMENT.

## ST. GEORGE'S HALL.

## MR. ALEC MARSH

AND

## MR. A. G. WARD

beg to announce their

## FIRST SUBSCRIPTION

## CONCERT

(UNDER DISTINGUISHED PATRONAGE)

will take place

## TO-NIGHT (THURSDAY),

25TH OCTOBER, AT 9 P.M.

MESSES. MARSH and WARD will be kindly assisted by MESSEMS. BREWITT, LANE and MUDIE, and MESSEMS. LAMBERT, HILL, GRIMBLE, SCHROETER, and GRACA.

PRICES.  
For Series of Three Concerts ..... \$7.50  
For One Concert (Reserved) ..... 3.00  
Unreserved Seats at Single Concerts 1.00

Tickets and Plan of Hall at the ROBINSON PIANO CO.  
Hongkong, 20th October, 1900. [2699]

## AUCTIONS.

## PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from J. Y. V. VERNON, Esq., to Sell by Public Auction,

SATURDAY,  
the 27th October, 1900, at 2 P.M. sharp, within the Residence, "Caldor," Macdonnell Road.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

therein contained, comprising—  
MIRRORS, DINING and DRAWING ROOM FURNITURE, TABLES, CROCKERY, BLACKWOOD WARE, OIL PAINTINGS, ENGRAVINGS, CARPETS, RUGS, BEDSTEADS, COOKING STOVE, DINNER SERVICE, One No. 4 BULLET KODAK, &c., &c.

One COMBINATION IRON SAFE, by Verano, Paris, and One COTTAGE PIANO, by Pleyel.

Catalogues can be had on application from Friday a.m.

HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 25th October, 1900. [2719]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,  
the 29th October, 1900, at 2.45 P.M., at WAGNIN, the Peak (the Residence of Captain CARLISLE, A.O.D.),

THE WHOLE OF HIS HOUSEHOLD FURNITURE, comprising—  
DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE.

Particulars can be seen from Catalogue. TERMS—As Customary.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 24th October, 1900. [2731]

## PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions from the Mortgagee to Sell by Public Auction, in One Lot, on

MONDAY,  
the 29th October, 1900, at 3 O'CLOCK P.M., at their Sales Rooms in Ice House Street.

All that One equal undivided Fourth Part or Share of and in all that PIECE or PARCEL of GROUND situate, lying and being at Kowloon point, in the dependency of Kowloon and Colony of Hongkong, and registered in the Land Office as Kowloon Island Lot No. 607 and of and in all Messuages or Tenements, Erections and Buildings thereon, held from the Crown for a term of 75 years from the 25th December, 1888.

Total Area of the whole lot, 43,570 Square Feet; Crown Rent of the whole lot, \$260 per Annum.

For further Particulars and Conditions of Sale, apply to—  
MESSES. JOHNSON, STOKES & MASTER,  
No. 12, Queen's Road Central,  
Solicitors for the Vendor,

or to  
THE AUCTIONEERS,  
Hongkong, 22nd October, 1900. [2706]

## W. BREWER &amp; CO.

## NEW BOOKS.

China's Open Door, by Consul-General Wildman ..... \$3.50  
China in Decay, by Alexis Krausse ..... 3.50  
China and the Present Crisis, by Walton ..... 1.50  
All the World's Fighting Ships, by Jans ..... 9.00  
The World's Armies, 12 Parts ..... 4.20  
Wide World, Volume 5 ..... 3.50  
The Captain, "A Book for Boys," Vol. 3 ..... 3.50  
Tropical Diseases, by Morrison, Revised and Enlarged ..... 6.50  
Nautical Almanack, 1901 ..... 1.50  
European Settlements of the Far East ..... 3.50  
Golden Decade of the War ..... 2.25

## NEW STOCK.

NEW STAMP ALBUMS, INDIAN CIGARETTES, CROQUET LAWN BOWLS, AYER'S TENNIS BALLS (covered and uncovered), 23 & 25, Queen's Road, Hongkong. [31]

DAVID CORSE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNOLD, KARBURG & CO.,  
Sole Agents.

Must be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notice is also given that in the event of non-payment of such Call at the Office of the Company aforesaid on or before the said first day of November, 1900, the above-mentioned Shares will be FORFEITED.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 20th October, 1900. [2701]

## INTIMATIONS.

## "RUGBY FOOTBALL,"

BY

## ARTHUR J. GOULD

(WHO HAS PLAYED IN TWENTY-SEVEN INTERNATIONAL MATCHES).

## THE following SPECIAL ARTICLES

are now appearing weekly in the Hongkong Daily Press:—

4.—FOUR THREE-QUARTERS V. THREE.  
5.—GREAT PLAYERS OF THE PAST.  
6.—GREAT PLAYERS OF THE PRESENT.  
7.—THE NORTHERN UNION'S EFFORT ON THE GAME.  
8.—IS RUGBY FOOTBALL DETERIORATING?

Hongkong, 10th October, 1900. [2620]

IMPERIAL BANK OF CHINA.  
NOTICE.

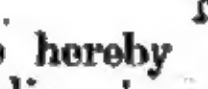
WHEREAS THE IMPERIAL BANK OF CHINA'S Premises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom:—

100,000 Notes of 5 Maces each—  
Nos. 0001 to 100,000.  
100,000 Notes of 1 Tael each—  
Nos. 0001 to 100,000.  
20,000 Notes of 5 Taels each—  
Nos. 0001 to 20,000.  
10,000 Notes of 10 Taels each—  
Nos. 0001 to 10,000.

The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.

By Order of the Board of Directors,  
For the IMPERIAL BANK OF CHINA,  
(Sgd.) A. W. MAITLAND,  
Acting Chief Manager.  
Hongkong, 20th September, 1900. [2456]

## POSTPONEMENT.



VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on WEDNESDAY, the 31st October, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 25th October, 1900. [2705]

## WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,  
No. 11, LEE YEE STREET, EAST.  
Hongkong, 25th July, 1900. [3074]

## PUBLIC COMPANIES.

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong, 20th September, 1900. [2534]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.  
W. J. SAUNDERS,  
Secretary,  
Hongkong, 12th October, 1900. [2637]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that the FINAL CALL of 50 cents per Share on B Shares numbered—

15501—15600 35304—35403 52006—52009  
17251—17300 36536—36535 52872—52721  
17351—17400 36761—36833 53065—53078  
18251—18300 37367—37376 53302—53303  
19351—19400 38303—38341 54437—54438  
19351—19700 39341—39345 54617—54623  
20621—20630 41056—41153 54631—54637  
20041—20050 42324—42333 54736—54748  
21096—21105 43359—43383 54752—54753  
21211—21310 43884—43983 54768—54770  
21381—21480 45632—45731 54783—54786  
21741—21820 46332—46381 54832—54840  
22338—22347 46532—46536 55464—55477  
23063—23062 46632—46631 55074—55080  
23183—23282 47922—48021 56435—56534  
23483—23512 48772—48821 56878—56977  
26794—26843 49672—49721 57101—57200  
26972—30071 50012—50031 57851—58050  
28886—28923 50950—50966 58017—58190  
32820—32861 50959—50972 58383—58382  
33312—33336 50324—50337 58983—60000

Must be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notice is also given that in the event of non-payment of such Call at the Office of the Company aforesaid on or before the said first day of November, 1900, the above-mentioned Shares will be FORFEITED.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 20th October, 1900. [2701]

## INSURANCES.

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899, £14,409,039.

I. AUTHORIZED CAPITAL, £3,000,000 0 0  
SUBSCRIBED CAPITAL, 2,750,000 0 0  
PAID-UP CAPITAL, 687,500 0 0  
II. FIRE FUNDS, 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 22nd June, 1900. [1872]

## SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents,  
Hongkong, 16th May, 1892. [52]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents,  
Hongkong, 21st April, 1897. [9]

## SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following—  
£2,000 in case of death by accident.  
£1,000 in case of natural death.  
£1,000 in case of permanent total disablement by accident.  
£500 in case of partial total disablement by accident.  
£6 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to  
J. Y. V. VERNON,  
Agent,  
Hongkong, 8th June, 1890. [1774]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL, £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,  
Agents,  
Hongkong, 18th May, 1900. [1512]

## "L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1823).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,  
Agent,  
Hongkong, 1st August, 1900. [2118]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [27]

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARSEN & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [27]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents,  
Hongkong, 16th November, 1873. [24]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRE CHASS Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,  
Agents,  
Hongkong, 29th May, 1895. [126]

## HOTEL.

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sunday excepted) by the Magnificent Saloon Steamer "HEUNG KUAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

Travellers should not miss the chance of visiting this famous old City.

For Terms, apply  
MANAGER.  
Telegraphic Address, "Boavista." [2549]

## BANKS.

## THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL, £1,000,000  
PAID-UP CAPITAL, £324,374

HEAD OFFICE—HONGKONG.

"BOARD OF DIRECTORS."  
CHAN KIT SHAN, Esq., D. GILLIES, Esq.,  
CHOW TUNG SHANG, Esq., J. T. LAURE, Esq.,  
Chief Manager,  
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed, 5%.

Hongkong, 23rd March, 1899. [19]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000  
RESERVE FUND, £10,000,000  
STERLING RESERVE, £10,000,000  
SILVER RESERVE, 2,000,000  
RESERVE LIABILITY OF PROPRIETORS, £10,000,000

COURT OF DIRECTORS.  
N. A. SIESS, Esq., Chairman.  
R. SHEWAN, Esq., Deputy Chairman.  
E. Gutz, Esq.,  
Hon. R. M. Gray,  
A. Hays, Esq.,  
Hon. J. J. Kewich,  
D. Meyer Moss, Esq.,  
A. J. Raymond, Esq.,  
R. L. Richardson, Esq.,  
P. Sachs, Esq.,  
H. W. Slade, Esq.

CHIEF MANAGER:  
Hongkong—SIR THOMAS JACKSON.



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zeland Street, Auctioneer, Appraiser,  
and Commission Agent.

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Every Household Requisite.  
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Enlargements, Groups, Views, &c., Devel-  
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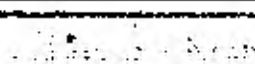
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Length on Blocks... 513 "  
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PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
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execute any kind of work in SHIPBUILD-  
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visions for Cold Storage at EAST POINT at  
Moderate Rates.

W. M. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [189]

SIENTING,  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [2482]

## SPORT AND ANECDOTE.

## By An Old Fox.

DOWNER'S CONFESSIONS.  
For unsavoury reading generally "Running  
Reckonings: Autobiography of A.R. Downer,"  
is bad to beat—I mean for those who still be-  
lieve in the good old days of amateurism. The  
admissions contained in the book are anything  
but flattering to those concerned, and are such  
as to make the reader come to the conclusion  
that a good deal of the sham and untrustworthy  
are now associated with the running-track. It  
is quite evident that there is more honour in  
being a honest professional than a pretended  
amateur who is nearly always under suspicion.  
Any regular frequenter of athletic festivals  
wonders how certain young men manage to  
travel up and down the country for the mere sake  
of the prizes offered, but after reading what  
Downer has to say we need wonder no longer.  
Club managers are in many cases more to blame  
than the competitors themselves, who naturally  
find it very hard to withstand the inducements that  
are put forth in order to secure their attendance  
and thus help to make up a programme that  
will attract the public. If it were not for these  
baits we should not have half the corruption  
that we know prevails. If we had any doubt on  
the point Downer furnishes enough evidence  
to convince the most sceptical. What he tells  
will not be new to the "inner circle," but it  
may open the eyes of the majority of people who  
are content with patronising a sports meeting  
now and again. Whilst saying this much, how-  
ever, we must not jump to the conclusion that  
there are no amateurs. There are plenty of  
athletes who compete for the pleasure they  
get out of it, and who care less for the value  
of the prizes than for the mere honour of  
winning; but these, also, are few and far  
between, especially away from the universi-  
ties and public schools. Young men who are  
engaged in regularly working for their living  
and have only the evenings for training pur-  
poses, cannot afford to stump the country as  
many athletes do; and I am afraid it is amongst  
this class that sham-amateurism flourishes.  
They doubtless start on their career with the  
best of intentions, but many of them give way  
to the temptations that surround them in the  
dressing-tent and training places, and by  
and bye their better nature is mastered. The  
mistake on their part is that they agree to still  
pose as amateurs instead of either giving up the  
sport or coming right out as professionals. To  
play the double game does not last long, and  
when they are found out the cause of athletics  
suffers.

TRIPLE WINNER OF SCOTTISH CHAMPIONSHIPS.  
Downer was born in Jamaica, but he has  
practically made Edinburgh his home since he  
was quite an infant. At the age of 13 he won  
his first race as a schoolboy in 1885. One of  
his earliest prizes at 14 years of age was a spirit  
flask! It was as a member of the Glasgow  
Football Club that he began the serious business  
of training, having already made up his mind  
that he would never shine in the world as an  
inner and millwright. Business has never  
had any attractions for him. His whole mind  
seemed bent on the pursuit of athletics. He  
soon began to make his mark, and in 1893 he  
won the 100, 220, and 440 yards' Scottish cham-  
pionships, and this after playing billiards until  
four o'clock in the morning! He carried off  
the same events the two following years. It  
was in 1899 that he first met that splendid sprinter  
C. A. Bradley, of Huddersfield. The latter  
gave the Scottish champion three yards in  
120 and beat him. After this the two often  
competed from scratch at 100 and 120 yards,  
the majority of the fixtures going to the credit  
of the Englishman. Downer thinks he could  
have given Bradley a better race when they  
came together in the 100 yards' championship  
at London had it not been for an accident some-  
time previously. In their many races Bradley  
was invariably in front at 50 yards, after which  
the Scotchman pulled up and gained ground  
as they approached the tape. Downer has ap-  
peared in so many important events during the  
past ten years that it would be wearisome to  
attempt to go through them. He speaks very  
highly of his matches with L. C. Dredin, who,  
it will be remembered, went over to the pro-  
fessional ranks solely because he wanted to meet  
the best man. Dredin has always run fair  
and square, and he is one of the gamest men  
who ever put on a pump.

HIS SUSPENSION.  
When Downer was suspended along with  
other amateurs by the A.A.A. in 1896 there was  
something like a sensation. Only two days  
afterwards, as he says, he had "taken the bull  
by the horns" and signed an agreement to run  
a race against Barden, the cyclist. This was  
the beginning of his professional career. He  
beat his opponent somewhat easily. Downer's  
appearance before the Athletic Association did  
not trouble him much, for he speaks of it as  
"being vastly amusing," and of getting his  
money's worth of fun out of the meeting.  
Let me reproduce Downer's own statement of  
the way in which amateurs are approached  
by the promoters of athletic meetings:—  
"In 1895 my presence at athletic gatherings  
invariably proved a big draw, generally for  
the reason that I was the only man who  
could give Bradley a race in a level 100  
yards, but often because I could run any  
distance from 100 yards to 440. Hence I was  
the recipient of many inducements to appear at  
the various meetings throughout the country.  
These transactions were generally negotiated  
through a third person. For instance, my  
presence might be desired at, let us say, "Mid-  
dletown." The "Middletown" secretary would  
go to a friend of mine and perhaps remark:  
"I believe you know Downer, don't you?"  
"Slightly," would probably be remarked. "Do  
you think you could get him to run at our  
sports? If my friend were at all acquainted  
with the secretary he would take him aside, and

say: 'Look here; what will you give him?'  
A sum having been stated, my friend would  
communicate with me, and the affair would be  
settled to the satisfaction of all parties. Often,  
however, the secretary, or some other member  
of his committee, would be deputed to wait upon  
me with a view to securing me for their sports.  
He would, perhaps, be allowed to run to a cer-  
tain sum, and if that did not satisfy my require-  
ments, the deal would be off. This was a very  
simple way of doing business, and committees  
of sports-holding clubs would do well to take  
notice." As my readers will see for themselves  
Downer made a pretty good thing out of his  
bargains, and it seems a bit uncharitable for  
him to declare that 90 per cent. of the "gentle-  
men" who compete are not amateurs according  
to the literal translation of the word. He con-  
demns the "smug hypocrisy of the governing  
body who recognise these things, and, knowing  
them to be contrary to their laws, make no at-  
tempts to prevent them, because they know that  
by doing so they will bring about their own  
undoing." There is much more of the same  
sort of thing in Downer's volume, and very  
little indeed to commend itself to the mind of  
the genuine lover of British sports. When a  
man runs a trial with lead weights in his hands  
in order to deceive the few who may be present,  
it is not conduct that we can approve of, and  
this is openly admitted. In fact, going through  
Downer's admissions gives one a very low idea  
of sport.

MUSCULAR CHRISTIANITY.  
Both in the war in South Africa and during  
the trouble in China we have had many illu-  
strations of the use a knowledge of athletics  
have been to men who have been exposed to ex-  
treme danger. Quite recently a story went  
the round of the papers of the way in which a  
muscular person disposed of a number of Chi-  
nese who sought the lives of himself and his  
little party. He simply knocked them down  
with his fists as fast as they came on, and it is  
a satisfaction to know that the little band that  
he protected so bravely escaped with their  
lives. In the *Temple Magazine* appears a very  
readable article by Fred W. Ward on "Mus-  
cular Christianity." Some of the men that he  
writes about are very well known in the  
field of athletics, and he quotes many instances  
in which a knowledge of one branch or an-  
other has been turned to profitable account.  
The number of ministers of religion who in-  
dulge in cycling or golf is almost without end,  
while others have made their names as cricketers  
or on the running path. Football, too, has  
many followers, such as the Rev. the Hon. J.  
Stafford Northcote, Vicar of St. Andrew, West-  
minster, who was a member of the first Rugby  
football club that played for Manchester. The  
Rev. R. W. Sealy, who is well known in and  
around Westward Ho, Bilford, took part in  
early England v. Scotland, London v. Sheffield,  
and North v. South matches, and was a member  
of the first team that won the Football Associa-  
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late Bishop of Liverpool, who passed away  
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the cricket eleven of Eton and Oxford, and  
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deep esteem by the coaters of London. "It was  
many years ago," says Mr. Ward, "I met Mr.  
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of a service of plate from the police force of  
the district, as a kind of thank-offering for services  
rendered during the progress of a street riot.  
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of the neighbourhood would treat him with  
healthy respect in the future. 'I cannot box,'  
remarked the reverend gentleman, 'I go  
through life, saving up a blow for anyone who  
asks for it. I can only fight.'"

THE HEROES OF THE CRICKET SEASON.  
If one were asked the question, who are the  
heroes of the first-class cricket season that has  
just come to an end, the answer would come  
readily to one's tongue: Prince Ranjitsinhji  
and Wilfred Rhodes. One has had a wonder-  
ful time of it in piling on runs just as the other  
man has had a great harvest in the shape of  
wickets. For the second successive year the  
Prince has made upwards of 3,000 runs, a feat  
never attained by any other batsman. There  
is no doubt whatever that he is the most dis-  
tinguished batsman of the present day. In  
Wisden's Almanack for 1899 we find the fol-  
lowing comments about "Ranjiji" at the  
beginning of his career:—"Ranjitsinhji's in-  
troduction to the (Cambridge) eleven was  
undoubtedly justified. Though he failed against  
Oxford (he was out for 9 and 0) he played a  
number of good innings in other matches,  
and his fielding at slip was quite exceptional  
in its smartness. Not even the captain worked  
more keenly for the well-being of his side. At  
Cambridge the young Indian made himself

highly popular, and he is not likely to forget  
the reception accorded him by the public when  
he played in London." Since this was written  
"Ranjiji" has steadily worked himself into the  
position of first favourite, for he is easily the  
most popular cricketer in the world. How he  
has come on since he was given a trial in the  
Seniors' match at Cambridge in May, 1899.  
His scores were 3 and 29. Now he stands  
credited with an aggregate of 3,065 runs in  
first-class fixtures alone. He made 93 more runs  
last year, but he went to the wickets 18 times  
faster than he has done this summer. The  
magnitude of his performances will be soon  
when it is pointed out that his batting aver-  
age of 87 is 26 per innings better than  
the average of C. B. Fry, who comes second in  
the list. He has also made the top score of  
275, and turned into the third century on five  
occasions. In every way Ranjitsinhji has had  
a remarkably good time of it. In bowling the  
young Yorkshireman Rhodes is just as far  
ahead of all rivals. Besides himself only  
Albert Trott, the ex-Australian, has captured  
upwards of 200 wickets, and a margin of just  
50 wickets separates the doings of the two.  
Rhodes' 261 have been obtained at the com-  
paratively cheap cost of 13.81, whereas Trott's  
come out at 23.33. Rhodes has fairly estab-  
lished his claim to be the best slow bowler in  
England, and as he has youth on his side there  
ought to be years of service before him. The  
two "R's," "Ranjiji" and Rhodes, are clearly the  
heroes of a highly interesting season.

Bracing!  
Refreshing!  
Invigorating!  
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Cond's Fluid  
TO YOUR BATH  
THE STRENGTHENING EFFECT IS MARVEL-  
LOUS. A BOTTLE OF Cond's Fluid, English  
MADE, IS THE ONLY ONE.  
ALL SUMMERS ALL IMPROVED  
Insist on Buying "COND'S FLUID."

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MITSUI BUSSAN KAISHA,  
M. FUJISE,  
Manager.  
Hongkong, 19th August, 1899. [27]

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Hongkong, 22nd September, 1900. [121]

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CENTRAL).

NOTICE is hereby given that WING KIT  
and A TYE are no longer connected  
with the above firm, both having been dismissed  
as foremen. On and after the 22nd September  
we shall not be responsible for their liabilities or  
their dealings, &c., &c.

Customers are respectfully requested hence-  
forth to communicate direct with this firm, or  
through our Assistants who are authorised to  
go on behalf of the firm for orders for goods, &c., &c.  
Dated Hongkong, 22nd September, 1900. [248]

P O R T L A N D C E M E N T  
J. B. WHITE & BROS  
SOLE AGENTS FOR CHINA.  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [2724]

CARMICHAEL & BARLOW,  
CONSULTING ENGINEERS, SURVEYORS, AND  
CONTRACTORS.  
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for  
any class of Steamships, Launches and  
light-draught vessels a specialty. Contractors  
for the supply and erecting of any type of  
machinery. New work and repairs supervised.  
New and second hand Launches for Sale.  
Telegrams: "CELESTE," Hongkong.  
Telephone, 232.

H. F. CARMICHAEL,  
B. J. BARLOW.  
Hongkong, 1st June, 1899. [1637]

NOTICE.  
THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press, and the  
Chronicle and Directory for China, Japan,  
&c., at Macao, and they are authorized to  
collect all accounts due to the Daily Press  
Office on and after this date.

A. CUNNINGHAM,  
Manager.  
Hongkong, 4th October, 1900. [2537]

Any order please apply to—  
Messrs. DARTLY & Co.,  
No. 19, Queen's Road Central,  
Hongkong.  
Who are appointed Sole Agents for the sale  
of our Goods.  
KWONG CHI KOON.  
1372

Directions are given according to the Chinese  
method of using the medicines.  
The nature of the oil is very mild, but its  
action is exceedingly good, possessing won-  
derfully curative effects in both internal and  
external diseases. As it is an invaluable medi-  
cine it should be kept on hand ready for use by  
all persons, whether at home or abroad.

For external use rub the oil on the temples,  
forehead, between the eyebrows, back of the  
ears and neck, on the chest and back, on the  
abdomen or wherever the pain or soreness is  
located. It must be rubbed on for 5 minutes. For  
toothache put a little in the tooth on cotton  
and rub on the gums. The oil has beneficial  
effects in headache, fainting, colds, sore throat,  
stomach-ache, colic pains, rheumatism, num-  
bness of the limbs, pain in the back, cramp,  
local swelling and inflammations, influenza,  
diarrhoea, toothache, pains in the head and  
convulsions after childbirth, prickly heat, boils,  
and mosquito bites.

Internally the dose is five drops in a little  
water, and it is to be repeated every two or  
three hours, at the same time using it exter-  
nally.  
The proprietor of the Kwong Chi Koon  
Drug Store of Canton has placed in my hands  
for examination a number of his preparations  
with the recipe for each.

His "U I YAU," "As you wish Oil" has a  
wide circulation and is very much used. It is  
composed of aromatic and stimulant herbs and  
barks, most of which are well known in our  
pharmacopoeia, together with pingu



## VESSELS ADVERTISED AS LOADING.

| DESTINATION                                   | VESSEL'S NAME          | FLAG & REG. | BERTH | CAPTAIN                 | FOR FREIGHT APPLY TO      | TO BE DESPATCHED            |
|---|------------------------|-------------|-------|-------------------------|---------------------------|-----------------------------|
| LONDON VIA SUEZ CANAL                         | GLENGYLE               | Brit. str.  | —     | Darke                   | McGREGOR BROS. & GOW      | On 27th inst.               |
| LONDON VIA SUEZ CANAL                         | IDOMENEUS              | Brit. str.  | —     | Riley                   | BUTTERFIELD & SWIRE       | On 30th inst.               |
| LONDON  | BOMBAY                 | Brit. str.  | —     | G. W. Montford, R.N.R.  | P. & O. S. N. Co.         | On or about 1st Nov.        |
| LONDON VIA SUEZ CANAL                         | ACAMENON               | Brit. str.  | —     | Nah                     | BUTTERFIELD & SWIRE       | On 13th Nov.                |
| LONDON VIA SUEZ CANAL                         | AJAX                   | Brit. str.  | —     | Gregory                 | BUTTERFIELD & SWIRE       | On 27th Nov.                |
| LIVERPOOL DIRECT                              | TANTALUS               | Ger. str.   | —     | H. Prager               | MELCHERS & CO.            | On 17th Nov.                |
| BREMEN VIA PORT OF CALL                       | OLDENBURG              | Brit. str.  | —     | F. J. Cole              | P. & O. S. N. Co.         | On 31st inst., at Noon.     |
| MARSEILLES & LONDON DIRECT                    | SANUKI MARU            | Jap. str.   | —     | W. Townsend             | NIPPON YUSEN KAISHA       | On 27th inst., at Noon.     |
| MARSEILLES, LONDON & ANTWERP, V. S. PORT, &c. | SYDNEY                 | Eren. str.  | —     | Aubert                  | MESSAGERIES MARITIMES     | On 2nd Nov., at Daylight.   |
| MARSEILLES, &c. VIA PORT OF CALL              | SARINIA                | Ger. str.   | —     | Schlaefke               | CARLOWITZ & CO.           | On 5th Nov., at 1 P.M.      |
| HAVRE & HAMBURG                               | SUEVIA                 | Ger. str.   | —     | Forek                   | CARLOWITZ & CO.           | On 3rd Nov.                 |
| HAVRE & HAMBURG                               | ANDRIA                 | Ger. str.   | —     | A. Wagner               | CARLOWITZ & CO.           | On or about 22nd Nov.       |
| HAVRE & HAMBURG                               | ARAGONIA               | Ger. str.   | —     | Janzen                  | CARLOWITZ & CO.           | On or about 20th Dec.       |
| HAVRE & HAMBURG                               | WITTENBERG             | Ger. str.   | —     | Hempel                  | CARLOWITZ & CO.           | On or about 30th Dec.       |
| NEW YORK VIA SUEZ CANAL                       | ANAPA                  | Brit. str.  | —     | O. P. Marshall, R.N.R.  | SHEWAN, TOMES & CO.       | To-morrow, P.M.             |
| NEW YORK VIA SUEZ CANAL                       | ILLGLEN                | Brit. str.  | —     | M. J. Currow            | DODWELL & CO., LIMITED    | On or about 20th Nov.       |
| VANCOUVER, VIA SHANGHAI, &c.                  | EMPEROR OF INDIA       | Jap. str.   | —     | W. Watt                 | CANADIAN PACIFIC R. CO.   | On 21st Nov.                |
| VICTORIA, B.C., &c. VIA SHANGHAI, &c.         | IDZUMI MARU            | Jap. str.   | —     | Kennedy                 | NIPPON YUSEN KAISHA       | On 27th inst., at 4 P.M.    |
| VICTORIA, B.C., &c. VIA SHANGHAI, &c.         | GRANMA                 | Brit. str.  | —     | —                       | DODWELL & CO., LIMITED    | On 10th Nov.                |
| PORTLAND, OREGON VIA JAPAN                    | MONMOUTHSHIRE          | Brit. str.  | —     | —                       | T. M. STEVENS & CO.       | On or about 25th inst.      |
| SAN FRANCISCO VIA AMOY, &c.                   | NIPPON MARU            | Jap. str.   | —     | —                       | TOYO KISEN KAISHA         | On 30th inst.               |
| SAN FRANCISCO VIA SHANGHAI, &c.               | CITY OF RIO DE JANEIRO | Amr. str.   | —     | —                       | PACIFIC MAIL S. S. CO.    | On 8th Nov., at Noon.       |
| SAN FRANCISCO VIA AMOY, &c.                   | COTIC                  | Brit. str.  | —     | —                       | O. & O. S. S. Co.         | On 17th Nov., at Noon.      |
| SAN DIEGO, &c. VIA SHANGHAI, &c.              | CARLISLE CITY          | Brit. str.  | —     | —                       | BUTTERFIELD & SWIRE       | On 20th Nov.                |
| AUSTRALIAN PORTS                              | GUTHRIE                | Brit. str.  | —     | McArthur                | GIBB, LIVINGSTON & CO.    | To-morrow, at Daylight.     |
| AUSTRALIAN PORTS                              | YAWATA MARU            | Jap. str.   | —     | A. E. Moses             | NIPPON YUSEN KAISHA       | To-morrow, at 4 P.M.        |
| AUSTRALIAN PORTS                              | CHANGSHA               | Brit. str.  | —     | T. Moore                | BUTTERFIELD & SWIRE       | On 9th Nov., at 4 P.M.      |
| YOKOHAMA & KOBE                               | CHINGTU                | Brit. str.  | —     | Williams                | BUTTERFIELD & SWIRE       | On 16th Nov.                |
| KOBE & YOKOHAMA                               | CHANGSHA               | Brit. str.  | —     | Moore                   | BUTTERFIELD & SWIRE       | To-day, at 4 P.M.           |
| KOBE & YOKOHAMA                               | INABA MARU             | Jap. str.   | —     | W. Bainbridge           | NIPPON YUSEN KAISHA       | To-morrow, at Daylight.     |
| NAGASAKI & WADIVOSTOCK                        | DAFINE                 | Brit. str.  | —     | Nissen                  | SIEMSEN & CO.             | On 3rd Nov., at 5 P.M.      |
| NAGASAKI, KOBE & YOKOHAMA                     | GLAMORGANSHIRE         | Jap. str.   | —     | Davies                  | SHEWAN, TOMES & CO.       | On or about 18th Nov.       |
| MOJI, KOBE & YOKOHAMA                         | HIROSHIMA MARU         | Jap. str.   | —     | S. Yoshizawa            | NIPPON YUSEN KAISHA       | On 4th Nov., at Daylight.   |
| SHANGHAI                                      | WANGSU                 | Brit. str.  | —     | Dawson                  | BUTTERFIELD & SWIRE       | On 27th inst.               |
| SHANGHAI                                      | LONGMOON               | Ger. str.   | —     | F. W. Schulz            | SIEMSEN & CO.             | On 27th inst., at 5 P.M.    |
| SHANGHAI & JAPAN                              | CANTON                 | Brit. str.  | —     | C. F. Lockstone, R.N.R. | P. & O. S. N. Co.         | On or about 25th inst.      |
| SHANGHAI                                      | COROMANDEL             | Brit. str.  | —     | F. W. Vibert, R.N.R.    | P. & O. S. N. Co.         | On or about 25th inst.      |
| SWATOW, AMOY & TAMSUI                         | FORMOSA                | Brit. str.  | —     | Hodgins                 | DOUGLAS LARPAIK & CO.     | To-morrow, at Daylight.     |
| SWATOW, AMOY & TAMSUI                         | MAIDZU MARU            | Jap. str.   | —     | T. Ogata                | MIYOSHI BUSSAN KAISHA     | On 28th inst., at Daylight. |
| SWATOW, AMOY & TAMSUI                         | APING MARU             | Jap. str.   | —     | S. Atsumi               | MIYOSHI BUSSAN KAISHA     | On 31st inst., at Daylight. |
| POOCHOW VIA SWATOW & AMOY                     | AKASHI MARU            | Jap. str.   | —     | K. Suzuki               | MIYOSHI BUSSAN KAISHA     | On 7th Nov.                 |
| MANILA DIRECT                                 | MEMMUR                 | Brit. str.  | —     | E. W. Almond            | SHEWAN, TOMES & CO.       | To-day, at 5 P.M.           |
| MANILA, CEBU & HONOLULU                       | YAWATA MARU            | Jap. str.   | —     | A. E. Moses             | NIPPON YUSEN KAISHA       | To-morrow, at 4 P.M.        |
| MANILA  | KAPONG                 | Brit. str.  | —     | Pennfather              | BUTTERFIELD & SWIRE       | On 27th inst., at 4 P.M.    |
| SINGAPORE, PENANG & CALCUTTA                  | CHANGSHA               | Brit. str.  | —     | T. Moore                | BUTTERFIELD & SWIRE       | On 9th Nov., at 4 P.M.      |
| SINGAPORE, SAKARANG & SOUBARAYA               | ARABATON APCAR         | Brit. str.  | —     | A. Stewart              | DAVID SASSOON, SONS & CO. | On 27th inst., at 3 P.M.    |
|   | SHANTUNG               | Brit. str.  | —     | Quile                   | BUTTERFIELD & SWIRE       | On 28th inst.               |

## SHIPPING.

**ARRIVALS.**  
Oct. 24, HANOI, French str., 749, Pannier, Haiphong 21st October and Hanoi 22nd. General—A. R. MARTY.  
Oct. 24, GLENGYLE, British str., 3,445, Templerley Darke, R.N.R., Shanghai 21st October. General—McGREGOR BROS. & GOW.  
Oct. 24, HONOLULU, British str., 896, Dawson, Canton 23rd October, General—BUTTERFIELD & SWIRE.  
Oct. 24, PRONTO, German str., 632, Grand, Chetoo 18th Oct., General—SIEMSEN & CO.  
Oct. 24, CHING WU, British str., 2,517, J. A. Davies, Singapore 18th Oct., General—JARDINE, MATHERSON & CO.  
Oct. 24, FORMOSA, British str., 674, A. E. Hodgins, Tamsui 20th Oct., Amoy 22nd and Swatow 23rd, General—DOUGLAS LARPAIK & CO.  
Oct. 24, INABA MARU, Japanese str., 3,834, Wm. Bainbridge, Singapore 18th Oct., General—NIPPON YUSEN KAISHA.  
Oct. 24, TANTALUS, German str., 1,574, T. Duder, Manila 21st Oct., Ballast—SIEMSEN & CO.

## CLEARANCES.

At the Harbour Master's Office.  
24th October.  
Castle Rock, British bark, for Royal Road.  
Ecc, British str., for Hongkong.  
Beulvry, British str., for Nagasaki.  
Haiten, British str., for Swatow.  
Sischa, British str., for Swatow.  
Sischa, German str., for Yokohama.  
Chun, German str., for Haiphong.  
Munang, British str., for Sandakan.

## DEPARTURES.

Oct. 24, HERMES, Norwegian str., for Canton.  
Oct. 24, EMPRESS OF CHINA, British str., for Vancouver.  
Oct. 24, AKASHI MARU, Jap. str., for Swatow.  
Oct. 24, CLARA, German str., for Haiphong.  
Oct. 24, MAUSANG, British str., for Sandakan.  
Oct. 24, SUEVIA, German str., for Yokohama.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Totatos.  
KOWLOON DOCK.—U.S.S. Monterey, Canton River, Adamastor, Gwalior, Elta Nossack, Don Juan de Austria, Chingtu, Belgian King, Nippon Maru.  
COSMOPOLITAN DOCK.—Stanfield, Chungsha.

## SHIPPING REPORTS.

The German steamer *Tetartus*, from Manila 21st inst., had moderate N.E. wind and fine weather.  
The British steamer *Glengyle*, from Shanghai 21st inst., had strong N.E. winds, moderate high sea and fine, clear weather.  
The British steamer *Formosa*, from Tamsui 20th Oct., Amoy 22nd and Swatow 23rd, had heavy N.E. gale and high sea to Amoy. From Amoy to Swatow fresh N.E. wind and fine weather. From Swatow to port moderate N.E. wind and fine weather. Steamers in Tamsui—*Yikang*. In Amoy—H.M.S. *Isla*, Japanese warship *Isama*, steamships *Glengyle*, *Sung-hung*, *Anapa*, *Cacac* and *Electra*. In Swatow—German cruiser *Bussard*, Dutch cruisers *Holland* and *Koningin Wilhelmina*, steamships *Tamsui* and *Fookshung*.

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

## FOR KORE.

THE Company's Steamship  
"CHANGSHA"  
Captain Moore, will be despatched as above TO-DAY, the 25th inst., at 5 P.M.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd October, 1900. [2585]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

THE Company's Steamship  
"MENMUR"  
Captain R. W. Almond, will be despatched as above TO-DAY, the 25th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating & Doctor is carried.  
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
Hongkong, 24th October, 1900. [2714]

## VESSELS ON THE BERTH

FOR PORTLAND (OREGON) VIA JAPAN  
(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).  
THE A.I. Steamship  
"MONMOUTHSHIRE,"  
Captain Kennedy, will be despatched on or about the 25th inst.  
For Freight and Passage, apply to T. M. STEVENS & CO., Agents.  
Hongkong, 20th October, 1900. [2579]

## PASSAGE.

THE Steamship  
"MONMOUTHSHIRE,"  
100 A.I. sailing FOR PORTLAND (OREGON), about the 25th inst., has room for a few First Class Passengers at reduced rates. Bookings for Interior Points and Europe. Stowage and Surgeon carried.  
Apply—  
T. M. STEVENS & CO.,  
4, Duddell Street.  
Hongkong, 19th October, 1900. [2657]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TISOR, PORT DARWIN and QUEENSLAND PORTS, and taking through CARGO to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"GUTHRIE,"  
Captain McArthur, will be despatched for the above ports TO-MORROW, the 26th inst., at DAYLIGHT.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A daily qualified Surgeon is carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 5th October, 1900. [2593]

## NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Screw Steamship  
"YAWATA MARU,"  
(3,820 tons gross, Captain A. E. Moses, will be despatched for the above port TO-MORROW, the 26th inst., at 4 P.M.  
This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.  
Return tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to A. S. MIHARA, Manager.  
Hongkong, 17th October, 1900. [2673]

SHEWAN, TOMES & CO.'S NEW YORK LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ANAPA,"  
will be despatched for the above port TO-MORROW, the 26th October, P.M.  
For Freight, apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 23rd October, 1900. [2715]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship  
"ARABATON APCAR,"  
Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 27th inst., at 3 P.M.  
For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.  
Hongkong, 23rd October, 1900. [2712]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
"EMPRESS OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900  
"EMPRESS OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900  
"EMPRESS OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given clear of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pellaer Street.  
Hongkong, 25th October, 1900. [9]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

| FOR                          | STEAMERS                           | TO SAIL ON        | REMARKS.                   |
|------------------------------|------------------------------------|-------------------|----------------------------|
| MARSEILLES and LONDON DIRECT | MALTA<br>F. J. Cole                | (Noon, 27th Oct.) | See Special Advertisement. |
| SHANGHAI                     | COROMANDEL<br>F. W. Vibert, R.N.R. | (About 29th Oct.) | Freight or Passage.        |
| SHANGHAI and JAPAN           | CANTON<br>C. F. Lockstone, R.N.R.  | (About 29th Oct.) | Freight or Passage.        |
| LONDON                       | BOMBAY<br>G. M. Montford, R.N.R.   | (About 1st Nov.)  | Freight or Passage.        |

For Further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 3rd October, 1900. [1]

HAMBURG-AMERIKA LINIE  
NORDDEUTSCHER LLOYD

(FREIGHT SERVICE). (FREIGHT SERVICE).  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

| STEAMERS.       | DESTINATIONS.                          | SAILING DATES.                   |
|-----------------|--|----------------------------------|
| SARINIA         | HAVRE & HAMBURG                        | On 3rd Nov. Freight and Passage. |
| Capt. Schlaefke | (London with transshipment in Hamburg) | November.                        |
| SUEVIA          | HAVRE & HAMBURG                        | About 22nd Nov. Freight.         |
| Capt. Forek     | (London with transshipment in Hamburg) | November.                        |
| AMBRIA          | HAVRE & HAMBURG                        | About 6th Dec. Freight.          |
| Capt. A. Wagner | (London with transshipment in Hamburg) | December.                        |
| ARAGONIA        | HAVRE & HAMBURG                        | About 20th Dec. Freight.         |
| Capt. Janzen    | (London with transshipment in Hamburg) | December.                        |
| WITTENBERG      | HAVRE & HAMBURG                        | About 30th Dec. Freight.         |
| Capt. Hempel    | (London with transshipment in Hamburg) | December.                        |

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & CO.,  
Agents.  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 11th October, 1900. [13]

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer.       | Tons. | Captain.      | Proposed Sailing |
|----------------|-------|---------------|------------------|
| BRAEMAR        | 3,601 | W. Watt       | November 10      |
| DUKE OF FIFE   | 3,821 | J. S. Cox     | November 24      |
| OLYMPIA        | 2,837 | J. Truebridge | November 30      |
| QUEEN ADELAIDE | 2,832 | F. McNair     | December 16      |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctors and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points of application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 10th October, 1900.

[10]

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                         | DESTINATIONS. | SAILING DATES.       |
|-----------------------------------|---------------|----------------------|
| OLDENBURG                         | WEDNESDAY     | 31st October.        |
| BAYERN                            | WEDNESDAY     | 14th November.       |
| STUTTGART                         | WEDNESDAY     | 28th November.       |
| KONIG ALBERT                      | WEDNESDAY     | 12th December.       |
| PRINZ HEINRICH                    | WEDNESDAY     | 26th December.       |
| PRINZESS IRENE                    | WEDNESDAY     | 9th January, 1901.   |
| PREUSSEN                          | WEDNESDAY     | 23rd January, 1901.  |
| HAMBURG (Hamburg-America Line)    | WEDNESDAY     | 6th February, 1901.  |
| SACHSEN                           | WEDNESDAY     | 20th February, 1901. |
| KIAUTSCHOU (Hamburg-America Line) | WEDNESDAY     | 6th March, 1901.     |

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 29th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 18th October, 1900.

[8]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.      | DESTINATIONS.   | SAILING DATES.                  |
|----------------|---|---------------------------------|
| INABA MARU     | KOBE and YOKOHAMA   | FRIDAY, 26th Oct., at DAYLIGHT. |
| W. Bainbridge  |   |                                 |
| YAWATA MARU    | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE  | FRIDAY, 26th Oct., at 4 P.M.    |
| A. E. Moses    |   |                                 |
| IDZUMI MARU    | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA   | SATURDAY, 27th Oct., at 4 P.M.  |
| M. J. Currow   |   |                                 |
| SANUKI MARU    | MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID | FRIDAY, 2nd Nov., at DAYLIGHT.  |
| W. Townsend    |   |                                 |
| HIROSHIMA MARU | MOJI, KOBE and YOKOHAMA   | SUNDAY, 4th Nov., at DAYLIGHT.  |
| S. Yoshizawa   |   |                                 |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.



## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Pennefather, will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 15th October, 1900. [2658]

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain F. W. Schulz, will be despatched for the above port on SATURDAY, the 27th inst., at 5 P.M.

This Steamship has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN &amp; CO.

Hongkong, 23rd October, 1900. [2724]

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG."

Captain Dawson, will be despatched as above on SATURDAY, the 27th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 25th October, 1900. [2717]

"GLEN" LINE OF STEAMERS.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"GLENGYLE."

Captain Darke, will be despatched as above on SATURDAY, the 27th October.

For Freight or Passage, apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 29th September, 1900. [2542]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Quill, will be despatched as above on SUNDAY, the 28th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd October, 1900. [2647]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 22nd October, 1900. [15]

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE."

Captain Davies, will be despatched for the above ports on or about THURSDAY, the 1st November, 1900.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO.

Hongkong, 24th October, 1900. [2732]

FOR NAGASAKI AND WLADIVOSTOK.

THE German Steamship

"DAPHNE."

Captain Nielsen, will be despatched for the above ports on SATURDAY, the 3rd November, at 5 P.M.

For Freight or Passage, apply to

SIEMSEN &amp; CO.

Hongkong, 23rd October, 1900. [2723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 25th October, 1900. [2588]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"MALTA."

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Marseilles and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 16th October, 1900. [1]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 8th October, 1900. [15]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLSLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLSLE CITY"

will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 5th October, 1900. [14]

## VESSELS ON THE BERTH

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 17th October, 1900. [1443]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMB, DOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &amp;c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY," Captain Albert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOLOMBAY.

This Steamship connects at COLOMBY with the s.s. *Armand Behic*, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd October, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 8th October, 1900. [15]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

NOTICES TO CONSIGNEES.

STEAMSHIP "TONKIN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London and Havre ex s.s. *Vespa* and *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their goods, with exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, the 23rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 29th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd October, 1900. [2]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd October, at 9.30 A.M.

All claims must reach us before the 29th October, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, 18th October, 1900. [3]

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 24th October, 1900. [4]

NOTICES TO CONSIGNEES.

STEAMSHIP "TONKIN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London and Havre ex s.s. *Vespa* and *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their goods, with exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, the 23rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 29th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 23rd October, 1900. [2]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd October, at 9.30 A.M.

All claims must reach us before the 29th October, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, 18th October, 1900. [3]

## NOTICES TO CONSIGNEES.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 30th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd October, 1900. [2638]

"BEN" LINE OF STEAMERS.

S. S. "BENLARG."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 29th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 22nd October, 1900. [2713]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship



## POST-OFFICE NOTICES.

**CHRISTMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 24th November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

**THE CANTON MAIL.**—The English Mail of the 28th September, left Singapore on Tuesday, the 23rd inst., at 1 p.m., and may be expected here on or about Sunday, the 29th inst. This Packet brings replies to letters despatched from Hongkong on the 27th August.

## MAILS WILL CLOSE.

| FOR   | PER         | DAY AND HOUR               |
|---|-------------|----------------------------|
| Shanghai  | James Brand | Thursday, 25th, 11.00 A.M. |
| Rangoon   | Ida         | Thursday, 25th, 3.00 P.M.  |
| Kobe  | Chungshu    | Thursday, 25th, 3.00 P.M.  |
| Shanghai  | Chungshu    | Thursday, 25th, 3.00 P.M.  |
| Manila  | Menmuir     | Thursday, 25th, 4.00 P.M.  |
| Kamohuk and Samshui   | Saikong     | Thursday, 25th, 4.00 P.M.  |
| Swatow and Amoy   | Guthrie     | Thursday, 25th, 5.00 P.M.  |
| Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne | Formosa     | Thursday, 25th, 5.00 A.M.  |
| Swatow, Amoy and Tamsui   | Anapa       | Friday, 26th, 2.00 P.M.    |
| Singapore   | Yanata Maru | Friday, 26th, 3.00 P.M.    |
| Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne                               | Glengyle    | Saturday, 27th, 10.00 A.M. |
| Singapore   |             | Saturday, 27th, 8.00 A.M.  |

**EUROPE, &c., India via Tutuicoria.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)

**Singapore, Penang and Calcutta.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
**Manila, Iloilo and Cebu.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
**Shanghai, Kobe, Yokohama, Victoria (B.C.) and Seattle, U.S.A.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
**Chefoo and Newchwang.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
**Shanghai.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
**Kamohuk and Samshui.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
**Swatow and Amoy.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

**SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG, AND SAN FRANCISCO.**—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

**EUROPE, &c., India via Tutuicoria.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

**Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)  
**Yokohama and Kobe.**—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

**SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.**—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

## TO-DAY.

Concert at St. George's Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

WEDNESDAY, 24th October.

ON LONDON.—

Telegraphic Transfer 2/11

Bank Bills, on demand 2/11

Bank Bills, at 30 days sight 2/11

Bank Bills, at 4 months sight 2/11

Credits, at 4 months sight 2/11

Documentary Bills, 4 months sight 2/11

ON PARIS.—

Bank Bills, on demand 2/11

Credits, at 4 months sight 2/11

ON GERMANY.—

On demand 2/11

ON NEW YORK.—

Bank Bills, on demand 51/2

Credits, 60 days sight 52/4

ON BOMBAY.—

Telegraphic Transfer 158

Bank, on demand 158

ON CALCUTTA.—

Telegraphic Transfer 158

Bank, on demand 158

ON SHANGHAI.—

Bank, at sight 71/2

Private, 30 days sight 72/3

ON YOKOHAMA.—

On demand 73 p.c. dis.

ON MANILA.—

On demand 1 p.c. pm.

ON SINGAPORE.—

On demand 1 p.c. pm.

ON BATAVIA.—

On demand 126/1

ON HATPHONG.—

On demand 2 p.c. pm.

ON SAIGON.—

On demand 1 p.c. pm.

ON BANGKOK.—

On demand 60

SOVEREIGNS, 100 fine, per pair 94/5

GOLD LEAF, 100 fine, per pair 50

DIAM SILVER, per oz 30/2

## ORIENT.

Quotations are—

Malva New \$850 to \$810 per picul.

Malva Old \$840 to \$850

Malva Older \$870 to \$880

P. P. per wrapped \$850 to

Persian fine quality \$870 to \$925

Patna New to \$975 per chest.

Patna Old to

Benares New \$950

Benares Old to

## VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Coromandel* left Singapore for this port on the 23rd inst., at 1 p.m., with the outward English mails, and is due here on the 28th inst., at about 6 p.m.

THE GERMAN MAIL.

The Imperial German Mail steamer *Oldenburg* left Kobe via Nagasaki and Shanghai on Sunday, p.m., the 21st inst., and may be expected here on or about Tuesday, the 30th inst.

The Imperial German Mail steamer *Stuttgart*, carrying the German mails with dates from Berlin of the 1st inst., left Colombo on Saturday, p.m., the 20th inst., and may be expected here on or about Wednesday, the 31st inst.

THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd inst.

THE CANAL MAIL.

The C. P. E. steamer *Empress of India* left Vancouver on Monday, the 5th inst., for Hongkong via the usual ports of call.

THE MERCHANT STEAMERS.

The O. S. S. steamer *Admiral* left Singapore on the 22nd inst., p.m., and is expected here on the 28th inst., a.m.

The steamer *Glamorgan*, from Sunderland, Middleboro' and London, left Singapore for this port on the 23rd inst., and is due here on or about the 29th inst.

The N. Y. E. steamer *Hiroshima Maru* (Bentley Line) left Bombay via ports of call for this port on the 13th inst., and is expected to arrive here on the 31st inst.

## JOINT STOCK SHARES.

Hongkong, 24th October.

| STOCKS.                                       | No. of Shares. | Issue Value. | Paid Up. | Last Dividend.                        | Closing Quotations.      |
|---|----------------|--------------|----------|---------------------------------------|--------------------------|
| <b>BANKS.</b>                                 |                |              |          |                                       |                          |
| Hongkong and Shanghai Banking Corporation     | 80,000         | \$125        | \$125    | 30/- div. at 1/11/10                  | 314 p.c. pr. = \$517.1   |
| Bank of China & Japan, Ltd.                   | 100,875        | 28           | 28       | None                                  | 25.5a.                   |
| Bank of India, Ltd.                           | 1,230          | 41           | 41       | None                                  | 28.5a. & buyers          |
| Bank of Japan, Ltd.                           | 29,955         | 41           | 41       | 2 3/4 for 1899                        | 28.5a. & buyers          |
| National Bank of China, Ltd.                  | 29,955         | 41           | 41       | 2 3/4 for 1899                        | 28.5a. & buyers          |
| Do. Founders' Shares                          | 29,955         | 41           | 41       | 2 3/4 for 1899                        | 28.5a. & buyers          |
| <b>MARINE INSURANCE.</b>                      |                |              |          |                                       |                          |
| Union Ins. Society, Ltd.                      | 10,000         | \$250        | \$250    | 30 p.c. = \$8 for 1898                | \$245, sellers           |
| China Traders Ins. Co., Ltd.                  | 24,000         | \$83.33      | \$83.33  | 10 p.c. for 1898                      | \$52, ba. div.           |
| North China Ins. Co., Ltd.                    | 5,000          | \$100        | \$100    | 10 p.c. for 1898                      | \$114, buyers            |
| Yangtze Ins. Assoc., Ltd.                     | 8,000          | \$100        | \$100    | 10 p.c. for 1898                      | \$113, sellers           |
| Canton Ins. Office, Ltd.                      | 10,000         | \$250        | \$250    | 10 p.c. for 1898                      | \$123, buyers            |
| Straits Insurance Co., Ltd.                   | 30,000         | \$100        | \$100    | 10 p.c. for 1898                      | \$11, buyers             |
| <b>FIRE INSURANCE.</b>                        |                |              |          |                                       |                          |
| Hongkong Fire Ins. Co., Ltd.                  | 8,000          | \$250        | \$250    | \$27 for 1898                         | \$265, sales & sellers   |
| China Fire Ins. Co., Ltd.                     | 20,000         | \$100        | \$100    | \$30 for 1898                         | \$80, sellers            |
| <b>SHIPPING.</b>                              |                |              |          |                                       |                          |
| Hongkong, Canton and Swatow S. S. Co., Ltd.   | 80,000         | \$15         | \$15     | \$120 for half year ended 30-6-1900   | \$321, sellers           |
| Indo-China S. S. Co., Ltd.                    | 60,000         | \$10         | \$10     | Op. et. 2 p.c. bonus for 90           | \$38, sales              |
| China & Manila S. S. Co., Ltd.                | 6,000          | \$50         | \$50     | 20 p.c. for 1899                      | \$25, sellers            |
| Douglas Steamship Co., Ltd.                   | 20,000         | \$50         | \$50     | 12 p.c. for year ending 30-6-98       | \$41, buyers             |
| China Mutual S. S. Co., Ltd.                  | 20,000         | \$10         | \$10     | Int. of 3 p.c. on a/c. of 1900        | \$203, buyers            |
| Limited Preference                            | 20,000         | \$10         | \$10     | Int. of 5 p.c. on a/c. of 1900        | \$48, buyers             |
| Do. Ordinary                                  | 20,000         | \$10         | \$10     | Int. of 5 p.c. on a/c. of 1900        | \$48, buyers             |
| Do. do.                                       | 20,000         | \$10         | \$10     | Int. of 5 p.c. on a/c. of 1900        | \$48, buyers             |
| Star Ferry Co., Limited                       | 10,000         | \$10         | \$10     | Int. of 5 p.c. on a/c. of 1900        | \$48, buyers             |
| Shell Transport & Trading Co., Limited        | 2,000,000      | \$1          | \$1      | Int. of 5 p.c. on a/c. of 1900        | \$48, buyers             |
| <b>REFINERIES.</b>                            |                |              |          |                                       |                          |
| China Sugar Refining Company, Limited         | 20,000         | \$100        | \$100    | Int. of 3 p.c. on a/c. of 1900        | \$107, buyers            |
| Lao Sugar Refining Co., Ltd.                  | 7,000          | \$100        | \$100    | \$3 for 1897                          | \$35, buyers             |
| <b>MINEING.</b>                               |                |              |          |                                       |                          |
| Panjoan Mining Co., Ltd.                      | 60,000         | \$8          | \$8      | None                                  | \$3, sellers             |
| Do. Preference                                | 30,000         | \$1          | \$1      | None                                  | 75 cents, sellers        |
| Societe Fran. des Charbonnages du Tonkin      | 16,000         | Fr. 250      | Fr. 250  | None                                  | \$250, buyers            |
| Queens Mines, Limited                         | 40,000         | 25 cts.      | 25 cts.  | None                                  | 10 cents, sellers        |
| Jelapa Mining and Trading Company, Ltd.       | 45,000         | \$5          | \$5      | Int. of 3 p.c. on a/c. of 1900        | \$81, sellers            |
| East Australian Gold Mining Co., Limited      | 200,000        | \$1          | \$1      | Int. of 3 p.c. on a/c. of 1900        | \$35, sellers            |
| Oliviers Freehold Mines, Limited              | 15,000         | \$5          | \$5      | None                                  | \$21, sellers            |
| Great Eastern and Cal. Gold Mining Co., Ltd.  | 140,000        | \$4          | \$4      | None                                  | \$10, sales & sellers    |
| Do. Preference                                | 70,000         | \$1          | \$1      | First year                            | 40 cents.                |
| <b>DOCKS, WHARVES, &amp;c.</b>                |                |              |          |                                       |                          |
| Hongkong and Whampoa Dock Co., Limited        | 12,500         | \$125        | \$125    | Sp. et. 12 p.c. bonus for 1898        | \$45 p.c. pr. = \$805.25 |
| Hongkong and Whampoa Dock Co., Limited        | 30,000         | \$50         | \$50     | Int. of 5 p.c. on account of 1900     | \$83, sellers            |
| Wharf and G. Co., Ltd.                        | 2,600          | \$100        | \$100    | Int. of 5 p.c. on account of 1900     | \$91, buyers             |
| New Amoy Dock Co., Ltd.                       | 6,000          | \$100        | \$100    | 22 p.c. for 1899                      | \$201, sellers           |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>         |                |              |          |                                       |                          |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000         | \$100        | \$100    | Int. of 3 p.c. on account of 1900     | \$157, buyers            |
| Kowloon Land & B. Co., Ltd.                   | 6,000          | \$50         | \$50     | Int. of 3 p.c. on account of 1900     | \$251, buyers            |
| West Point Building Company, Limited          | 12,500         | \$50         | \$50     | Int. of 3 p.c. on account of 1900     | \$101, sellers           |
| Hongkong Hotel Company, Limited               | 12,000         | \$50         | \$50     | 10 p.c. for half year ended 30-6-1900 | \$118, sellers           |
| Orion Hotel Co., Limited                      | 7,000          | \$50         | \$50     | First year                            | \$3, buyers              |
| Humphreys Est. & Fin. Co.                     | 100,000        | \$10         | \$10     | 5 p.c. for 1899                       | \$11.75, sales           |
| <b>COTTON MILLS.</b>                          |                |              |          |                                       |                          |
| Ewo Cotton, Spinning and Weaving Co., Ltd.    | 17,500         | Fr. 100      | Fr. 100  | 31 p.c. for period ending 31-10-97    | Fr. 50                   |
| International Cotton Co., Ltd.                | 10,000         | Fr. 100      | Fr. 100  | 31 p.c. for period ending 31-10-97    | Fr. 50                   |
| Laon-Kung-now Cotton Spinning Co., Ltd.       | 8,000          | Fr. 100      | Fr. 100  | 31 p.c. for period ending 31-10-97    | Fr. 50                   |
| Soy Chee Cotton Spinning Co., Ltd.            | 2,000          | Fr. 100      | Fr. 100  | 31 p.c. for period ending 31-10-97    | Fr. 50                   |
| Yahloong Cotton Spinning Co., Ltd.            | 7,500          | Fr. 100      | Fr. 100  | 31 p.c. for period ending 31-10-97    | Fr. 50                   |
| Wear & Dye Co., Ltd.                          | 12,000         | \$100        | \$100    | None                                  | \$9, buyers              |
| <b>MISCELLANEOUS.</b>                         |                |              |          |                                       |                          |
| Green Island Cement Co., Ltd.                 | 50,000         | \$10         | \$10     | 10 p.c. for 1900                      | \$19, sales & sellers    |
| China Borneo Co., Ltd.                        | 7,500          | \$20         | \$20     | None                                  | \$91, buyers             |
| A. S. Watson & Co., Ltd.                      | 60,000         | \$10         | \$10     | Final of 6 p.c. for 1899              | \$10, sellers            |
| Hongkong Electric Co., Ltd.                   | 30,000         | \$10         | \$10     | 70 cents per share                    | \$101, sellers           |
| Hongkong and China Gas Company, Limited       | 7,000          | \$10         | \$10     | 9 p.c. for 1899                       | \$118, buyers            |
| Mong Sang Paper Mfg. Co., Ltd.                | 10,000         | \$30         | \$30     | \$10 for 1898                         | \$170, sellers           |
| Geo. Fenwick & Co., Ltd.                      | 6,000          | \$25         | \$25     | 15 p.c. for 1899                      | \$52, sellers            |
| Hongkong Ice Co., Ltd.                        | 5,000          | \$25         | \$25     | Int. of 2 p.c. on a/c. of 1900        | \$170, buyers            |
| Hongkong High Level Tramways Co., Ltd.        | 1,250          | \$100        | \$100    | 30-11-99                              | \$170, buyers            |
| Dairy Farm Co., Ltd.                          | 10,000         | \$71         | \$71     | 6 p.c. for 1899                       | \$81, sales              |
| Carmichael & Co., Ltd.                        | 2,000          | \$25         | \$25     | \$20 for 1899                         | \$30, buyers             |
| Hk. & China Bakery Co., Ltd.                  | 1,200          | \$10         | \$10     | 12 p.c. for 1899                      | \$30, buyers             |
| United Asbestos & Ag. Co., Ltd.               | 10,000         | \$1          | \$1      | 75 cts. per share for 1899            | \$34, buyers             |
| United Asbestos Oriental Agency, Limited      | 100,000        | \$1          | \$1      | 75 cts. per share for 1899            | \$34, buyers             |
| Tobacco Planting Co., Ltd.                    | 20,000         | \$20         | \$20     | 10 p.c. for 1899                      | \$10, sellers            |
| China Provident Loan & Mortgage Co., Ltd.     | 50,000         | \$20         | \$20     | 10 p.c. for 1899                      | \$10, sellers            |
| Watkins, Limited                              | 10,000         | \$10         | \$10     | 10 p.c. for 1899                      | \$10, buyers             |
| Universal Trading Co., Ltd.                   | 50,000         | \$20         | \$20     | None                                  | \$10, buyers             |
| <b>CHINA COMPANIES.</b>                       |                |              |          |                                       |                          |
| Alhambra, Limited                             | 200            | \$300        | \$300    | 25 p.c. for 1899                      | \$1,000                  |
| La Comptoir, Limited                          | 750            | \$100        | \$100    | 25 p.c. for 1899                      | \$110                    |
| La Favorita, Limited                          | 130            | \$500        | \$500    | First year                            | \$650                    |

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 24th OCTOBER, 1900.

| REGISTER, 23rd OCTOBER, A.M. |       |            |              |           |       |          |
|------------------------------|-------|------------|--------------|-----------|-------|----------|
| STATION.                     | Hour. | Barometer. | Thermometer. | Humidity. | Wind. | Weather. |
| V'divostock                  | 2 p.  | 29.80      | 50           | —         | N 3   | b        |
| Tokyo                        | "     | —          | —            | —         | —     | —        |
| Kooni                        | "     | —          | —            | —         | —     | —        |
| Nagasaki                     | "     | —          | —            | —         | —     | —        |
| Kagoshima                    | "     | —          | —            | —         | —     | —        |
| Tanoksu                      | 1 p.  | 30.11      | —            | —         | N     | b        |
| Taichu                       | "     | 30.01      | —            | —         | N     | b        |
| Tainan                       | "     | 30.06      | —            | —         | N     | b        |
| Koshun                       | "     | 30.05      | —            | —         | N     | b        |
| Pescadores                   | "     | —          | —            | —         | —     | —        |
| Outzulin                     | 3 p.  | 30.18      | 67           | 69        | ENE   | b        |
| Sharp Peak                   | "     | 30.03      | 70           | 61        | N     | b        |
| Amoy                         | "     | 30.03      | 79           | 51        | ENE   | b        |
| Swatow                       | "     | 30.03      | 78           | —         | N     | b        |
| Canton                       | "     | 30.02      | 82           | 68        | —     | —        |
| Hongkong                     | 4 p.  | 30.02      | 74           | 65        | ENE   | b        |
| Victia Peak                  | "     | —          | —            | —         | —     | —        |
| Gap Rock                     | "     | 30.01      | —            | —         | ENE   | b        |
| Macao                        | 3     | 30.02      | —            | —         | N     | b        |
| Manila                       | 1 p.  | 29.84      | 38           | 72        | NW    | b        |
| Malsite                      | 3 p.  | —          | —            | —         | NW    | b        |
| Bacoolid                     | "     | —          | —            | —         | N     | b        |
| Itolio                       | "     | 29.81      | 58           | —         | N     | b        |
| Cebu                         | "     | 29.85      | 86           | —         | N     | b        |
| C. S. James                  | "     | —          | —            | —         | N     | b        |
| 24th OCTOBER, A.M.           |       |            |              |           |       |          |
| V'divostock                  | 7 a.  | 30.15      | 37           | 62        | N     | b        |
| Tokyo                        | 10 a. | —          | —            | —         | —     | —        |
| Kooni                        | "     | —          | —            | —         | —     | —        |
| Nagasaki                     | "     | —          | —            | —         | —     | —        |
| Kagoshima                    | "     | —          | —            | —         | —     | —        |
| Tanoksu                      | 5 a.  | 30.12      | —            | —         | N     | b        |
| Taichu                       | "     | 30.03      | —            | —         | —     | —        |
| Tainan                       | "     | 30.06      | —            | —         | N     | b        |
| Koshun                       | "     | 30.03      | —            | —         | —     | —        |
| Pescadores                   | "     | —          | —            | —         | ENE   | b        |
| Outzulin                     | 9 a.  | 30.25      | 65           | 63        | N     | b        |
| Sharp Peak                   | "     | 30.14      | 71           | 60        | N     | b        |
| Amoy                         | "     | 30.09      | 70           | 50        | N     | b        |
| Swatow                       | "     | —          | —            | —         | —     | —        |
| Canton                       | "     | 30.12      | 75           | 77        | —     | —        |
| Hongkong                     | 10 a. | 30.12      | 75           | 68        | N     | b        |
| Victia Peak                  | "     | —          | —            | —         | —     | —        |
| Gap Rock                     | "     | 30.10      | —            | —         | ENE   | b        |
| Macao                        | "     | 30.22      | 82           | —         | NW    | b        |
| Manila                       | 7 a.  | —          | —            | —         | —     | —        |
| Malsite                      | 10 a. | 29.96      | 83           | 72        | ENE   | b        |
| Bacoolid                     | 9 a.  | —          | —            | —         | ENE   | b        |
| Itolio                       | "     | 29.85      | 84           | —         | N     | b        |
| Cebu                         | "     | 29.93      | 80           | —         | NW    | b        |
| C. S. James                  | 7 a.  | —          | —            | —         | —     | —        |